

CLASSIFICATION S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 9 May 1955

SUBJECT East German Railroad Information

NO. OF PAGES 3

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)

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DATE OF  
INFOSUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

25X1

## 1. The following information was obtained between 3 and 22 February 1955:

- a. In 1954, railroad repair shops incurred a deficit of 52 million DME; Operations in January 1955 also showed a deficit, although it had been officially announced that no deficits would be tolerated. 1
- b. (Fnu) Hoehnig of the GDR Ministry of Traffic and (fnu) Baumberg, chief of the Vehicle Test Institute in Halle, are to go to Poland in order to familiarize themselves with Polish techniques for utilizing coal slurry for the firing of locomotives. 2
- c. Trial runs made with locomotive [ ] of series 65, a locomotive built at Hennigsdorf, revealed that this new type locomotive combined excessive consumption of coal with relatively poor performance. It was therefore believed that the design was a failure. The air supply system was particularly faulty, because air was supplied at such an uneven rate that the locomotive bucked. The ash box was designed in such a way that the whole driver's cab was filled with ash when the locomotive proceeded at a speed of 50 km/h. Locomotive engineers were also hampered in their work by gases much more so than on coal dust-firing locomotives. One locomotive of the 65series costs 750,000 DME. 3
- d. The three rail motor coaches imported from Hungary are at present employed between Leipzig and Berlin. One of them is in operation, while the others are at RAWs or Bws (railroad maintenance shop). The movement of the coaches is so jerky that the drinking of coffee for instance is impossible in them.
- e. The new passenger cars employed for commuter traffic, [ ] are also well suited for use in hospital trains. These cars have two compartments, and corridors make possible passage through the whole train. The cars are fitted with [ ] windows and new-type luggage racks mounted rather high. Of the 10 cars in operation, 45 are employed in the area of HBD Halle. 4

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION	<input checked="" type="checkbox"/>
ARMY	<input checked="" type="checkbox"/>	ALL	<input checked="" type="checkbox"/>				

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- f. RAW Stendal was reprimanded by the Minister of Traffic because of its high deficit. The management of the installation explained the situation by stating that the boiler inspector had requested new fire boxes to be installed in 16 boilers. Thereupon, two boiler inspectors from Zwickau and Chemnitz were ordered to check on the conditions of the boilers in Stendal. They reported that the 16 boilers involved required only minor repair work. The boiler inspector in Stendal, however, appealed to the Safety Inspectorate of the Ministry of Traffic and asked them to investigate the situation. The inspectors sent found that all of the 16 boilers required new fire boxes. <sup>5</sup>
- g. The electrification of the Halle-Koethen line is to be accelerated so as to make electric train traction still possible in 1955. One electric locomotive which had undergone general repairs already been sent to Halle. The Fahrzeugverwaltungen in Halle has already been ordered to [REDACTED] locomotive in the course of the next [REDACTED]

2. On 18 January 1955, a member of the Technical Central Office of the GDR Railroads made a speech on the locomotive equipment in the GDR. He stated that locomotives in the GDR were obsolete and that for this reason Dipl Ing Toepelmann, chief of the Institute for Rail Vehicles, had taken the initiative of developing a new type of locomotive. For the time being, orders had been placed for the [REDACTED] modern types of locomotives which would be built [REDACTED] Babelsberg and LEW in Hennigsdorf. One of the locomotives is a train tank-locomotive capable of a speed of 90 km/h. The boiler of the engine is welded and not riveted in order to reduce the weight of the locomotive. The locomotive is fitted with wind deflection shields which prevent smoke from obstructing the view of the locomotive engineer. The driver's cabin will be provided with anti-fog windows so as to guarantee unobstructed view at all times. The second locomotive is a Neuerer type locomotive which can be used for all types of trains. This locomotive is fitted with an automatic coal feed system. The boiler of this locomotive and its underframe are also welded. Both locomotives are designed for central lubrication. <sup>3</sup>

3. The following information was obtained [REDACTED] 25X1
- a. RBD Schwerin will retain only RBAs Guestrow, Rostock and Wittenberge. RBA Schwerin was dissolved. RBD Greifswald will retain RBAs Stralsund, Neustrelitz and Pasewalk. RBA Eberswalde will be dissolved by 1 April 1955. <sup>7</sup>

- b. [REDACTED] 25X1
- c. Olga Meyer, chief interpreter at the Soviet transportation control headquarters [REDACTED] 25X1

4. On 12 February, 13 type 52 locomotives and four cabooses were observed parked at Ruednitz railroad station. <sup>10</sup>
- [REDACTED]
- observed parked at the Forst Lina and Gruena-Kloster Lina railroad stations. <sup>11</sup>

1. [REDACTED] Comment. At the Central Transportation Committee GDR Minister of Traffic Kramer announced that the railroad administration had incurred a heavy deficit in 1954. [REDACTED]

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2. [redacted] Comment. Information on the utilization of hard coal slurry for locomotives was transmitted previously. [redacted] 25X1
3. [redacted] Comment. It was previously known that two new types of locomotives are under construction in the GDR. A sum of four million DME was included in the 1955 Economic Plan for the construction of six experimental steam locomotives. [redacted] 25X1
- A new type of passenger train locomotive of series 25 was displayed at the Leipzig Fall Fair in 1954. For technical data of this locomotive, see the GDR technical railroad magazine "Deutsche Eisenbahntechnik", issue No 1 of 1955. 25X1
4. [redacted] Comment. The construction of this type of passenger car was included in the 1954 construction program. 25X1
5. [redacted] Comment. This information throws significant light on the confusion prevailing in the field of railroad activities and inspection procedures. 25X1
6. [redacted] Comment. [redacted] The electric locomotive mentioned is one of the 186 electric locomotives repurchased from the Soviets. All of these locomotives had to be overhauled in Dessau because of the heavy damages sustained in the USSR. [redacted] 25X1
7. [redacted] Comment. The deactivation of the two RBAs was known previously. The number of RBAs was reduced from 37 to 27. [redacted] 25X1
8. [redacted] Comment. Schramm and Herrmann were previously known as holding the assignments mentioned. 25X1
9. [redacted] Comment. Olga Meyer was previously identified in the position mentioned. [redacted] 25X1 15X1 25X1
10. [redacted] Comment. The locomotives observed belonged to deactivated locomotive column No 3. They are being kept as a reserve of the Ministry of Traffic. [redacted] 25X1
11. [redacted] Comment. These flatcars probably belonged to the pool of operational reserve cars. [redacted] The railroad stations seen on 10 February are on the Berlin - Frankfurt/Oder line, 25X1  
 seen seen on 24 February on the Berlin - Frankfurt/Oder line. 25X1

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1. The following information was obtained between 5 and 22 February 1955:
  - a. In 1954, railroad repair shops incurred a deficit of 52 million DME: Operations in January 1955 also showed a deficit, although it had been officially announced that no deficits would be tolerated. 1
  - b. (Fnu) Hoehnig of the GDR Ministry of Traffic and (fnu) Baumberg, chief of the Vehicle Test Institute in Halle, are to go to Poland in order to familiarize themselves with Polish techniques for utilizing coal slurry for the firing of locomotives. 2
  - c. Trial runs made with locomotive [ ] of series 65, a locomotive built at Hennigsdorf, revealed that this new type locomotive combined excessive consumption of coal with relatively poor performance. It was therefore believed that the design was a failure. The air supply system was particularly faulty, because air was supplied at such an uneven rate that the locomotive bucked. The ash box was designed in such a way that the whole driver's cab was filled with ash when the locomotive proceeded at a speed of 50 km/h. Locomotive engineers were also hampered in their work by gases much more so than on coal dust-firing locomotives. One locomotive of the 65series costs 750,000 DME. 3
  - d. The three rail motor coaches imported from Hungary are at present employed between Leipzig and Berlin. One of them is in operation, while the others are at RAWs or Bws (railroad maintenance shop). The movement of the coaches is so jerky that the drinking of coffee for instance is impossible in them.
  - e. The new passenger cars employed for commuter traffic have proved to be excellent; they are also well suited for use in hospital trains. These cars have two compartments, and corridors make possible passage through the whole train. The cars are fitted with fluorescent lights, two-section windows and new-type luggage racks mounted rather high. Of the 100 cars in operation, 45 are employed in the area of RBD Halle. 4

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STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	DISTRIBUTION						
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI							

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- f. RAW Stendal was reprimanded by the Minister of Traffic because of its high deficit. The management of the installation explained the situation by stating that the boiler inspector had requested new fire boxes to be installed in 16 boilers. Thereupon, two boiler inspectors from Zwickau and Chemnitz were ordered to check on the conditions of the boilers in Stendal. They reported that the 16 boilers involved required only minor repair work. The boiler inspector in Stendal, however, appealed to the Safety Inspectorate of the Ministry of Traffic and asked them to investigate the situation. The inspectors sent found that all of the 16 boilers required new fire boxes. 5
- g. The electrification of the Halle-Koethen line is to be accelerated so as to make electric train traction still possible in 1955. One electric locomotive which had undergone general overhaul has already been sent to Halle. The Fahrzeugversuchsanstalt (Vehicle Test Plant) in Halle has already been ordered to inspect this locomotive in the course of the next summer. 6
2. On 18 January 1955, a member of the Technical Central Office of the GDR Railroads made a speech on the locomotive equipment in the GDR. He stated that locomotives in the GDR were obsolete and that for this reason Dipl Ing Toepelmann, chief of the Institute for Rail Vehicles, had taken the initiative of developing a new type of locomotive. For the time being, orders had been placed for the construction of two modern types of locomotives which would be built at VEB Lokomotivbau Karl Marx Dabelsberg and LEW in Hennigsdorf. One of the locomotives is a passenger train tank-locomotive capable of a speed of 90 km/h. The boiler of the engine is welded and not riveted in order to reduce the weight of the locomotive. The locomotive is fitted with wind deflection shields which prevent smoke from obstructing the view of the locomotive engineer. The driver's cabin will be provided with anti-fog windows so as to guarantee unobstructed view at all times. The second locomotive is a Neuerer type locomotive which can be used for all types of trains. This locomotive is fitted with an automatic coal feed system. The boiler of this locomotive and its underframe are also welded. Both locomotives are designed for central lubrication. 3
3. The following information was obtained [redacted] 25X1
- a. RBD Schwerin will retain only RBAs Guestrow, Rostock and Wittenberge. RBA Schwerin was dissolved. RBD Greifswald will retain RBAs Stralsund, Neustrelitz and Pasewalk. RBA Eberswalde will be dissolved by 1 April 1955. 7
- b. Bruno Schramm, President of RBD Schwerin, [redacted] 25X1  
[redacted] His deputy will be Vice-President Emil Herrmann. 25X1
- c. Olga Meyer, chief interpreter at the Soviet transportation control headquarters [redacted] 25X1  
[redacted] 25X1
4. On 12 February, 13 type 52 locomotives and four cabooses were observed parked at Ruednitz railroad station. 10  
At 2400 on 10 February, 30 to 50 flatcars were observed parked at each of the following railroad stations: Fangschleuse, Hangersberg, Berkenbrueck, and Briesen. Between 1700 and 1830 on 24 February, about 30 x 4-axle flatcars were observed parked at the Forst Zinna and Gruena-Kloster Zinna railroad stations. 11
1. [redacted] Summary. At the Central Transportation Committee GDR Minister of Traffic Kramer announced that the railroad administration had incurred a heavy deficit in 1954. [redacted] 25X1  
[redacted] 25X1

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2. Comment. Information on the utilization of hard coal slurry for locomotives was transmitted previously. 25X1  
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The electric locomotive mentioned is one of the 186 electric locomotives repurchased from the Soviets. All of these locomotives had to be overhauled in Dessau because of the heavy damages sustained in the USSR. 25X1
7. Comment. The deactivation of the two RBAs was known previously. 25X1  
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10. Comment. The locomotives observed belonged to deactivated locomotive column No 3. They are being kept as a reserve of the Ministry of Traffic. 25X1  
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25X1
11. Comment. These flatcars probably belonged to the pool of operational reserve cars. 25X1  
The railroad stations seen on 10 February are on the Berlin - Frankfurt/Oder line, those seen on 24 February on the Berlin - Jüterbog line.
12. Comment: VEB Lokomotivbau Elektrotechnische Werke Hans Beimler, Hennigsdorf. 25X1

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